this amount a meeting was held between the officials of IAAI and Sahara India Airlines on 14-7-94. All documents have been supplied by IAAI to M/s. Sahara India Airlines in support of their claim. However. M/s. Sahara India Airlineg has not finally accepted the claim of IAAI so far

(b) Steps taken to improve airworthi ness standards of aircraft and safety of aircraft operations include strengthening of quality control set up, prompt recti fication of snags establishment of adequate maintenance facilities, moni toring of Digital Flight Data Recorder and Cockpit Voice Recorder readoubtt, pre-flight medical examination of crew, observance of special precautions while operating to/from short airfields, adher ence to standard operating procedures, implementation of recommendations emanating from accident investigation reports *etc*. Besides private operators were advised to take the following addi tional measures to enhance safety of ope rations:—

(i) All pilots should practise flight procedures during emergencies on simulators during refresher courses;

(ii) Overhaul life of aircraft com-ponents should be reviewed.

ATOs IA gang up to West Air India traffic

351. SHRI G. Y. KRISHNAN:

SHRI RAMDAS AGARWAL:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government's attention hai been drawn to the news-item captioned "ATOs, IA gang up to West Air India traffic" which appeared in the 'Economic Times' New Delhi dated the 1st July, 1994.

(b) if so, the facts of the matter; and

(c) what is Government's reaction thereto and how Government contemplate to countenance this gang-up against Air India by the Indian Airlines and the leading private air taxi operators in India?

THE MINISTER OF CIVIL AVIA-TION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Yes, Sir.

(b) and (c) Indian Airlines has not held any discussions or come to any agreement with any air taxi operators in regard to international operations. However, to ensure optimum utilisation of available aircraft capacity, Air India and Indian Airline are coordinating with each other for operations on international sectors, either independently or jointly.

इंडियन एयरलाइंस को हुआ घाटा

352. **श्री गोविन्दराव आदिक :**
श्री सुशील कुमार संभाजीराव शिन्दे :

क्या नागर विमानन और पर्यटन मंत्री यह बताने की कृपा करेंगे कि :

(क) 1 जुलाई, 1994 की स्थिति के अनुसार इंडियन एयरलाइंस को कुल कितना घाटा हुआ है ;

(ख) गत तीन वर्षों के दौरान कैबिन कर्मीदल और कॉकपिट कर्मीदल के होटलों में रात्रि निवास पर हुए व्यय और भत्तों के भुगतान पर कितनी धन-राशि खर्च की गई है ;

(ग) क्या यह सच है कि इंडियन एयरलाइंस में चल रही वर्तमान व्यवस्था को बंद करने और इससे संबंधित फिजूल खर्च को रोकने से एक वर्ष में इसका घाटा पूरा हो जाएगा ;

(घ) यदि हां, तो क्या सरकार इस राष्ट्रीय विमान सेवा को बचाने के लिए तकनीकी कारणों के बहाने से बढ़ते हुए घाटे पर रोक लगाने के लिए कतिपय कदम उठाने का विचार रखती है ;

(ङ) यदि हां, तो तत्संबंधी ब्यौरा क्या है ; और